

## A PAIR OF HORRORS.

### Appalling Accident on the Lehigh Valley Railroad.

Two Crowded Excursion Trains Collide and Scores of Passengers Are Killed and Injured—Fatal Accident at Quincey, Ill.

WILKESBARRE, Pa., Oct. 11.—A special train on the Lehigh Valley railroad, carrying a Wilkesbarre delegation home from Hazleton on the Father Mathew celebration last evening, was wrecked above Penn Haven and it was reported that several cars were completely wrecked and some forty or more persons killed.

The rumor of the terrible accident was soon confirmed. The fifth division of the Father Mathew excursion returning from Hazleton was wrecked above Penn Haven and it was reported that several cars were completely wrecked and some forty or more persons killed.

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A Horror at Quincey, Ill.

QUINCEY, Ill., Oct. 11.—Five hundred people were injured, half of them seriously, last night by the collapse of the amphitheater erected for the annual celebration of Quincey.

A grand stand with a seating capacity of 5,000 had been provided for those wishing to witness the pyrotechnic display and it was crowded when at eight o'clock, just as the first rockets fired, the support of the grand stand collapsed and the entire structure, 600 feet long, wavered and fell to the ground, carrying with it a mass of living flesh.

The night was very dark and through all the confusion a cry of "Get out of here!" was heard. Those who had been present at the scene of the disaster were quickly as possible and the wounded conveyed from the scene to the hospital, which was changed into an impromptu hospital.

As far as could be learned there were not less than 500 injured and half of that number received serious wounds. The only fatal injury reported was that of Albert Wells, an attorney of this city, and a candidate for the Legislature. No hope is entertained of his recovery.

The excitement was so great all night that the streets remained crowded. Newspaper offices were besieged by anxious people who sought the names of friends or relatives who had been injured. There is no doubt that a number of those injured will die.

With the descent of the platform the electric lights, which were to light the grounds, but which were extinguished to aid the display of fireworks, were put in service and the darkness of the scene added to its terrors. As the lights of the pyrotechnics lighted up the horrible place the able-bodied sought their friends, while the more humane began the work of aiding the injured.

Among those seriously wounded are J. W. Stewart, secretary and treasurer of the Comstock Castle stoneworks, very seriously injured; Dr. Albert G. Schmid and wife, legs of both broken; Miss Mary Marks, legs broken; Fred G. Reed and wife, both legs broken; Miss George Barry, back injured and ankle dislocated; Mrs. Laura Herring, injured internally; Mrs. Jacob Foth, both legs broken; Mrs. Griswold, internally injured; Colburn and family, all seriously injured; Miss Vandenberg, both legs broken; C. M. Devey, superintendent St. Louis, Keokuk & North-western railroad, badly injured.

The American Party.

ALBANY, N. Y., Oct. 11.—The State convention of the American party was held at the Academy of Music yesterday. The platform advocates the abolition of trusts; opposes Catholic parochial public schools; provides that no foreigner should vote before residing in this country twenty-one years and disfranchises any one detected in selling his vote. Considerable discussion ensued as to the advisability of placing a State ticket in the first year, it was decided that it would be unwise to do so this year. It was the sense of the convention that a State committee be formed for the purpose of naming a State ticket next year.

Fishermen Drowned.

NEW YORK, Oct. 11.—The National line steamer Queen, which arrived yesterday from England, reported having collided with the fishing schooner Madeline last Friday. The collision occurred at 2:50 a. m. Friday, during a fog off the bank of Newfoundland, when the Queen struck the Madeline amidships, cutting her in two and sinking her immediately. The captain, first and second mates and steward were rescued after the ship had been in the water nearly an hour, but the rest of the crew, numbering twenty, were lost. In the collision the Queen lost her bowsprit and foremast. The Queen is a French fishing schooner.

## THE VICTIMS.

### Further Particulars of the Lehigh Valley Railroad Accident—Partial List of the Victims.

WILKESBARRE, Pa., Oct. 11.—Many persons, after waiting during the long winter hours from ten o'clock last night to 3:30 this morning and went to the scene of the railroad disaster. It was there learned that the third section of the excursion train had stood on the track a few hundred yards from Mud Run waiting for sections ahead to get out of the way. A flagman, some say, had been sent back with a lantern to guard the train from the rear. Suddenly the passenger on the rear platform saw a train approaching at a high rate of speed. Several of these passengers who saw the danger jumped and escaped. In an instant the flash of a headlight illuminated the interior of the ill-fated car; there was a frightful crash and the engine plunged her full length into the crowded mass of humanity.

The shock drove the rear car through the next one for two-thirds of its length, and the second car was forced into the third. Not a single person escaped from the rear car. The second was crowded with maimed and bleeding bodies and the third car had but few passengers who escaped.

The shattered engine was pouring forth streams of scalding steam and water, which hid the most macabre of the horrible scene, while its hissing sound drowned the shrieks and groans of those imprisoned in the wreck. Ghostly white faces peered into the windows to be greeted by faces far more ghastly. Some of the safety of the car was intact, as if in life, staring open-eyed as if aware of the horrible suddenness of their death.

The most reliable estimates at present obtainable of the number killed is fifty-five with forty wounded. The killed, as far as can be ascertained, are: Mary Ellen Girtan, Hyde Park; Kate Featherstone, Pleasant Valley; Andrew (or Barney) Meighan and two daughters, Pleasant Valley; Thomas Reddy, Pleasant Valley; John M. Coleman and two sons, Scranton; Owen Kilgus, Scranton; John M. Reddy, Dogtown; Allie Reilly, Bellevue; Mrs. Melvin, Hyde Park; Mrs. Callahan, Hyde Park; Mary Connor, Hyde Park; M. Gibson, Hyde Park; Willie Noon, Hyde Park; Richard Powell, Hyde Park; F. Mulholland, Pleasant Valley; Harry Burr, Bellevue; M. R. Roan, Dogtown; J. S. Whalen, Pleasant Valley; Lizzie Featherstone, Pleasant Valley; Patrick Welch, Pleasant Valley; James Kline, Providence; Mary Ann (Ellen) Dues, Scranton; John Welch, Mear's Mills; John Rogers, Winton; Anthony Muligan, Oliphant; Patrick Dolan, Providence; Mike Dolan, Providence; Frank and Harry Jackson, Pleasant Valley; Secretary Kelly, Pleasant Valley; John Conboy, Minooka; Ratchford A. Hoy, Minooka; J. E. Breyer, Pleasant Valley; John McKeenan, Pleasant Valley; Willie Kelly, Pleasant Valley; Ben O'Brien, Pleasant Valley; Mrs. Andrews and two sons, Pleasant Valley; Oscar Gibbons, Pleasant Valley; Mary Ann Cannon, Hyde Park; Michael Moffit, Bellevue; Kate Kennedy, Hyde Park; Annie Hart, Hyde Park; F. Mulholland, Minooka.

The injured as far as could be ascertained are: William Cloberty, Dogtown; John Cane, Dogtown; Anthony Dues, Scranton; John Welch, Mear's Mills; John Rogers, Winton; Anthony Muligan, Oliphant; Patrick Dolan, Providence; Mike Dolan, Providence; Frank and Harry Jackson, Pleasant Valley; Secretary Kelly, Pleasant Valley; John Conboy, Minooka; Ratchford A. Hoy, Minooka; J. E. Breyer, Pleasant Valley; John McKeenan, Pleasant Valley; Willie Kelly, Pleasant Valley; Ben O'Brien, Pleasant Valley; Mrs. Andrews and two sons, Pleasant Valley; Oscar Gibbons, Pleasant Valley; Mary Ann Cannon, Hyde Park; Michael Moffit, Bellevue; Kate Kennedy, Hyde Park; Annie Hart, Hyde Park; F. Mulholland, Minooka.

THE ENGINEER TO BLAME.

EASTON, Pa., Oct. 12.—An official of the Lehigh Valley railroad has told the story of the disaster as follows: "Eighty-seven carsloads of people attended the parade. There were eight sections of the train with orders to run ten miles apart. The danger signal was displayed at Mud Run and the rear brakeman was sent back as an additional protection. Section No. 10, a short distance beyond the station, No. 8 came thundering along and the brakeman gave the engineer the signal to stop. He failed to heed it and dashed by the signal. The train plunged on, disregarding the signal at the station, and disaster followed."

CHEROKEE GRAZING LANDS.

Chief Mayes Angry With Treasurer—The Cattlemen Notified to Surrender.

TABLECLOTH, I. T., Oct. 11.—R. B. Ross, Treasurer of the Cherokee Nation, recently assumed the authority to lease the strip of land for three months from October 1, in direct conflict with the views of Chief Mayes. The lease money was paid on the basis of \$175,000 a year. Ed Haines, president of the Cherokee Live-Stock Association, was here in conference with the Chief a few days ago and it was thought by the Chief that an arrangement would be made whereby the Strip men could stay until the Council in November. This was satisfactory in part to the Chief, but the three months' lease did not please him and he issued a proclamation demanding a surrender of all improvements, etc., by the cattlemen, notwithstanding the agreement had with Treasurer Ross, and notifying them that if they failed they would be driven from the country.

Engineer Collides.

KANSAS CITY, Mo., Oct. 11.—A little after three o'clock this morning a wild engine of the Kansas City, Fort Scott & Memphis railroad collided with a west-bound freight train of the same road in the yards nearly opposite the waterworks. Both engines were badly smashed and splintered. William Cuff, the engineer of the wild engine, was thrown out of his cab and received a number of scalp wounds and is internally injured. William Grant, the fireman was scalded and lacerated, and up to noon today was unconscious. Both men were taken to the Wabash hospital.

Collision in Ohio.

CANTON, O., Oct. 11.—A northbound passenger train on the Cleveland, Lorain & Wheeling road and a freight train collided near Massillon, O., about eight o'clock yesterday morning and both engines, two passenger coaches and several freight cars were completely wrecked. Richard Whitman, brakeman on the passenger train was jammed against a stove and fatally injured; Warren Richards, a passenger, was badly cut and injured internally and will probably die; George R. Clyde, a freight brakeman, had both legs broken and sustained a serious cut on the head, and another passenger whose name was not learned, was badly bruised.

James Donnelly's Shocking Death.

BLUE RAPIDS, Kan., Oct. 12.—While James Donnelly was riding a stallion on the race course for exercise Tuesday the saddle turned and threw him to the ground and his foot fast in the stirrup. This frightened the animal and he ran away along the inside fence. Donnelly's head commenced to strike the posts, when his body seemed like a rag bounding along striking the ground and fence. His head was smashed to a jelly. Just as the bystanders were stopping to look at the fallen horse his hind foot stepped on the man's head, completely tearing it from the body. Donnelly left a wife who had just become a mother.

## MURDERED BY STRIKERS.

### Thomas Wardell, the Leading Operator, Shot Dead in His Carriage by Striking Miners at Macon, Mo.

BEVIER, Mo., Oct. 13.—At 12:45 o'clock yesterday afternoon Thomas Wardell, a very wealthy land owner and coal operator of this county, was shot and instantly killed by a number of striking miners on the main street of Bevier, just opposite the depot.

Wardell had driven from Macon in his carriage, accompanied by a colored boy, and had stopped his horses at the street corner and crossed the railroad track to the telegraph office to send a message. The depot platform was filled with striking miners, and as Wardell passed through them going to his carriage they feared and taunted him. Turning, he said: "Boys, I'll beat you in the end. You can holler all you want."

The men then began throwing rocks at him and he was struck in the back by one. Upon reaching his carriage he took from under the seat a large revolver and fired one shot in the direction of the crowd, but the shot did not do much good. An instant later a half dozen shots or more came from the crowd and Wardell fell back lifeless. The first citizens who approached were warned away by the men, but the dead man was at length taken to Dr. Watson's.

Sheriff Draper was immediately telegraphed for at Macon, but neither himself nor any deputy was in town. Prosecuting Attorney Mitchell and Coroner Dale immediately started for Bevier. When they arrived all was found quiet. The coroner's inquest was held yesterday afternoon and all the facts given above substantiated by eye witnesses.

The immediate cause of the murder was the strike prevailing at Bevier for the last month and the attempt of the operators to resume work.

All the operators had gone into the arrangement, but the first men who arrived were to be placed at work in Wardell's mine, hence the bitterness of the men against him.

At noon yesterday, just before the occurrence, several men were at the mine, the Col. Burlington & Quincy in charge of Thomas E. Wardell, a son of the murdered operator, John Watson and Louis Loomis representing the other mine owners. For some reason, probably because of the large crowd of strikers at the mine, the men were not landed, but were taken on through to Brookfield, where they were left.

The murdered man was fifty years old, the wealthiest citizen of Macon County, being worth over half a million. He was an Englishman by birth, and came to this country a penniless coal digger. He had always been a favorite with the men because of his fair treatment of them. He was a very benevolent and charitable man, whose life will be greatly felt. At the coroner's inquest the slightest evidence could be found which pointed to the identity of the murderer, and it is unlikely that he will ever be discovered.

STRIKE ABOUT ENDED.

Yerkes Willing to Compromise and Strikers Willing to Work.

CANON, Oct. 12.—A conference of a committee of citizens yesterday with Mr. Yerkes ended in the latter making an offer that if the West Side men would resume work this morning he would submit a "fair proposition" to the North Side men before noon. What the offer was, it was declined to state. The committee conferring with Mr. Yerkes had full authority to accept them and there were terms were offered. They decided not to do so, but to refer the whole matter to a general meeting of the strikers, which was held this morning. The strikers were inclined to think the West Side would deem it unsafe before getting an inkling of what the offer to the North Siders would be. In addition to promising a new proposition, Mr. Yerkes said that if the West Siders would resume work he would be willing to guarantee that there would be no reduction on the West Side lines, whatever the result of the strike might be.

THE PRICES AGREED UPON ARE THE SAME UPON WHICH THE STRIKERS REFUSED TO COMPROMISE AND WHICH MR. YERKES REFUSED TO ACCEPT. The figures are 21 cents per hour on horse cars; 22 cents on "trailers" and 25 cents on grips. According to the resolution adopted at the meeting, the strikers will not work until the West Side conductors and drivers will report for duty at 5:15 a. m. and run their cars throughout the day. The North Siders' committee will meet Mr. Yerkes at 11 a. m. Should no settlement be reached, the strike will take full swing again early in the morning Sunday.

FURTHER DEATHS.

Victims of the Mud Run Disaster Die at Wilkesbarre.

WILKESBARRE, Pa., Oct. 13.—The town of Pleasant Valley, which furnished the less than thirty victims of the tragedy at Lehigh Valley railroad disaster, is a grief-stricken place and all business has been suspended in the mines and elsewhere. The dead will be buried this morning.

Peter Kline, of Providence, aged fifteen, another victim of the accident, died at the hospital here yesterday. John Welsh, another of the victims, died in the hospital here yesterday afternoon.

The coroner's inquest began yesterday. Engineer Major confessed that his train was running twelve miles an hour and had it approached Mud Run under control, as the rules required, or running four miles an hour, the accident could have been averted. He could not see ahead on account of steam and smoke from Cook's engine ahead of him.

Detective James O'Brien of the Lehigh Valley road visited the scene of the wreck and endeavored to prepare a complete list of the dead. He has secured sixty-five names, twenty-five not heretofore having been published.

Fatal Fall.

KANSAS CITY, Mo., Oct. 12.—Benjamin Probst, a lad sixteen years old, who lived at 1024 East Eighth street, was killed yesterday in Chicago on Wednesday of concussion of the brain, caused by a fall from a horse belonging to William Mulkey, of Kansas City, which he was exercising on one of the Chicago tracks two weeks ago. The funeral will be held to-morrow afternoon from his late home.

The Inter-State Law.

CHICAGO, Oct. 12.—President Adams, of the Union Pacific, who was in the city last evening on his way East, said to a reporter that he thought the Inter-State law is greatly responsible for the demoralization in railroad affairs and experience has shown that it is not based upon sound principles. The inability of roads to make lower rates on traffic between large commercial centers than between intermediate local points, he says, has the effect of driving the business away from large points and the prohibition of pools is leading to a general consolidation of roads. The weaker lines being unable to compete against strong lines on even terms will be forced out of existence.

Bedell in Contempt.

NEW YORK, Oct. 12.—James E. Bedell, the swindling clerk of the law firm of Shipman, Barlow, Larocque & Shoute, was ordered by the Supreme Court last week to submit to an examination as a witness before trial in a suit brought by his late law firm against the Bank of the State of New York. He was sworn as a witness and then the examination began. He said that he would most respectfully but firmly decline to testify in the case. He was, however, called to the stand and several questions put to him, but he declined to answer them or state the grounds of his refusal. He was finally committed to contempt.

## BEFORE IT IS BORN.

### Some Startling Statements of General Interest.

Dr. Oliver Wendell Holmes, on being asked when the death of a child should begin, replied: "A hundred years before it is born."

We are to infer from this that this generation is responsible for the condition of the race a hundred years from now! It is this wonderful general law, the natural result of the proper diet and medicine of a hundred years ago!

It is conceded in other lands that most of the wonderful discoveries of the world in this century have come from this country. Our ancestors were reared in log cabins, and suffered hardships and trials.

But they lived and enjoyed health to a ripe old age. The women of those days would endure hardships without apparent fatigue that would startle those of the present age.

Why was it?

One of the proprietors of the popular remedy known as Warner's safe cure, has been faithfully investigating the cause, and has called to his aid science as well as medicine, impressing upon them the fact that there can not be an effect without a cause. This investigation disclosed the fact that in the olden times simple remedies were administered, compounded of herbs and roots, which were gathered and stored in the lofts of the log cabins, and when sickness came on, these remedies from nature's laboratory were used with the best effects.

What were these remedies? What were the ingredients of this untiring and diligent search they have obtained the formulas so generally used for various disorders.

Now the question is, how will the olden time preparations affect the people of this age, who have been treated, under modern medical schools and codes, with poisonous and injurious drugs. This test has been carefully prepared, until they are convinced that the preparations they now call Warner's Log Cabin remedies are what our ancestors used, and require no further proof.

Among them is what is known as Warner's Log Cabin sarsaparilla, and they frankly announce that they do not consider the sarsaparilla of so much value in itself as it is in the combination of the various ingredients which together work marvelously upon the system. They also have preparations for other diseases, such as "Warner's Log Cabin cough and consumption remedy," "Log Cabin hops and buchu remedy," "Log Cabin kidney and bladder remedy," "Log Cabin catarrh remedy," "Log Cabin hemorrhoid remedy," "Log Cabin piles remedy," "Log Cabin skin remedy," "Log Cabin eye remedy," "Log Cabin ear remedy," "Log Cabin nose remedy," "Log Cabin throat remedy," "Log Cabin lung remedy," "Log Cabin stomach remedy," "Log Cabin liver remedy," "Log Cabin spleen remedy," "Log Cabin pancreas remedy," "Log Cabin gallbladder remedy," "Log Cabin bladder remedy," "Log Cabin prostate remedy," "Log Cabin uterus remedy," "Log Cabin ovary remedy," "Log Cabin vagina remedy," "Log Cabin cervix remedy," "Log Cabin fallopian tube remedy," "Log Cabin uterus remedy," "Log Cabin ovary remedy," "Log Cabin vagina remedy," "Log Cabin cervix remedy," "Log Cabin fallopian tube remedy."

ABOUT HORSE-POWER.

Its Application to the Measurement of the Capacity of Boilers.

A great deal of trouble has arisen from the application of the horse-power to the measurement of the capacity of steam-boilers. The boiler is but one factor in the power-producing system. It furnishes the force. It is the magazine where is accumulated and stored the pressure resulting from the conversion of the latent energy of coal into that of steam; but this force requires to be exerted through space against resistance, through the length of an engine cylinder, against the resistance to movement of the piston which it forces, to effect the development of power. Now some engines use steam much more economically than others, and a boiler which could furnish steam to develop power at the rate of one hundred horses with the best of these might not be able to do thirty-horse power with the worst. Now what is the "horse-power of the boiler?" The capacity of a boiler for developing power depends upon its ability to convert water into steam. To meet the complications which arose from this cause, the American Society of Mechanical Engineers appointed a committee to investigate the subject of the commercial rating of boilers, and they adopted as a standard the evaporation of thirty pounds of water per hour from feed water of one hundred degrees F. into steam at seventy pounds pressure to constitute a horse-power. Some engines can develop horse-power on this number of pounds of steam per hour, others can not, and many can on less, yet it is about the average present practice and supplies a unit with some degree of prestige or authority for the settlement of disputes upon the subject.—Wood Worker.

ECONOMY is wealth; wealth breeds extravagance; therefore economy is the mother of extravagance.—Harper's Bazar.

BETTING on election runs high; both sides are confident. Reputable merchants bet. See novel card of Brown Bros., Detroit and Kansas City, in advertising column.

THE GENERAL MARKETS.

KANSAS CITY, Oct. 13.

CATTLE—Shipping steers, 4.01 to 4.25.

Range steers, 2.10 to 3.25.

Native cows, 2.60 to 2.90.

HOGS—Good to choice heavy, 5.65 to 6.00.

Flour—Choice, 3.20 to 5.00.

No. 3 soft, 1.00 to 1.05.

CORN—No. 2, 32 to 33.

RYE—No. 2, 47 to 48.

WHEAT—No. 2 red, 47 to 48.

Flour—Patents, per sack, 2.45 to 2.60.

HAY—Baled, 6.10 to 6.50.

BUTTER—Creamery, 18 to 20.

CHEESE—Full cream, 16 to 17.

EGGS—Choice, 10 to 11.

BACON—Ham, 12 to 13.

Sides, 9 to 10.

LARD, 9 to 10.

POTATOES, 40 to 60.

CATTLE—Shipping steers, 5.00 to 5.50.

HOGS—Packing and shipping, 5.00 to 6.00.

SHEEP—Fair to choice, 3.50 to 4.00.

WHEAT—No. 2 red, 1.10 to 1.15.

CORN—No. 2, 1.00 to 1.05.

RYE—No. 2, 47 to 48.

WHEAT—No. 2 red, 47 to 48.

Flour—Patents, per sack, 2.45 to 2.60.

HAY—Baled, 6.10 to 6.50.

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